

CROOK COUNTY OF RAPID GROWTH

Entrance of Railway Gives Impetus to the New Towns Springing Up.

TENTS DOT OPAL CITY

Hustling Community in Western Part of County Will Be Center of Big Trade From South and Southeast.

BY ANDREW BENNETT. OPAL CITY, Or., May 24.—(Staff correspondence.)—The road from Redmond north leads for a few miles through a country mostly under irrigation, and much of it under cultivation, then it winds up through the hills to the town of Hillman, which is situated on the railroad about seven miles from Redmond.

Hillman is not much of a place at present, perhaps a dozen buildings. Just what the country is to the west cannot be seen from the town, but in the other directions it is not of the best. The elevation is 2100, and the depth to water of the well on the town site was given me as 332 feet. There is an abundance of water and this would well supply a town of several hundred people.

Leaving Hillman the land is broken until you come to Crooked River and Trail Crossing, which is one of the best pieces of work the Crook County authorities have done. The river is some 600 or 650 feet down in a narrow, rocky gorge, and the road leading down was either a splendid piece of engineering work. This bit of road, perhaps two miles in length, will stand for many years with but little expense. It is for a long distance hewed out of the solid rock. The grade is good, perhaps not over six per cent at the steepest places.

Valley Has No Name. Coming up the north side one reaches the hilltop just under Gray's Butte, and at once you find yourself in one of the finest valleys in these parts, and all under cultivation, or nearly all. I asked one of the settlers, who was plowing, what the valley is called, but he knew no name for it. He said they get a good crop of grain in all seasons, though the land is as yet not irrigated.

Up the little cove and rocks to the west, south and east there are fine farms, and as the elevation is something like 3000 feet, it looks like there ought to be lots of fruit raised there in the future, and garden crops. There are numerous springs gushing out of the foothills, so this is a very desirable land.

This valley is perhaps five miles by three miles in width, but just above to the west and north are fine benches, and much of this is being cleared. Very likely these benches will one day be more valuable than the valley proper.

The road leads directly through the valley to the foothills on the north, then turns to the west across the upper end, thence over the plateau, and through a beautiful country to the little town of Opal City, the present terminus of the road. The town is about three miles north of Crooked River, where the bridge being now erected is all that holds the operation of the road from extending to the present supposed terminus—Bend.

Opal City Is Tent Town. Opal City? Do not expect a description of a city, for this is but a new place, mostly of tents. But it is a bustling, busy little place, one day to be reckoned with among the railroad towns of Western Oregon, and a large tributary country of great beauty and worth.

I met here Matt Clark, who is one of the promoters of the road, and he has taken every opportunity to show me the surrounding country, to let me see what cause Opal has for being on the map, what hopes its people have of building up a town here.

The country to the south and southwest I have described, and all of that belongs to Opal, because it has no other outlet, the Crooked River about three miles to the south, and the hills to the east. And taking the large bodies of land on the benches adjacent to Opal, this section must embrace close to 40 square miles, every foot of which is good farm land, and most of it now in cultivation.

The section at Opal is 2000 feet. The townsite is as fine as can be found. Inside from this there will be put in, and at very light expense, a gravity water system, two supply cisterns, some large springs in the foothills about two miles to the southeast. On the west, across Crooked River, and between that stream and the benches, there is a strip of very fine land, much of which is tributary to Opal, and between Crooked River and Opal is a large body of level land, most of which is now under cultivation.

The first train came into Opal on April 16. At that time there were two large gangs of tents belonging to the construction gang. Now there is a good depot building, a few good dwellings, a store building just completed, perhaps a dozen temporary buildings, and a large number of tents. Accommodations Are Furnished. When I was on my way here from the south, I was told that could not stop here over night as there were absolutely no accommodations, but upon my arrival I found this to be untrue, for there were tents, cisterns, barns, two eating-houses, and plenty of beds. The latter are, it is true, mostly in tents today, but a couple of dozen of them will be in frame buildings by this time tomorrow. And these beds are all clean and comfortable. So the traveler need not hesitate to stop here for want of bed or board.



A carload of wagons. Gasoline comes in car lots, likewise canned goods and kerosene.

And this may go on for several months, or at least until September 1, and possibly October 1. It is true that the Bend people expect the road to be in operation to the terminus before that, but it need excite no criticism if it does not reach there until October, or later, for the construction of the bridge over Crooked River is a large undertaking. Three of the construction men came from the East and reported for work today, but they were told to return about June 10, so no actual construction work will begin until then.

Remember the gorge over which this bridge passes is about 300 feet deep. All of the work must be done from this side. The wagon road to reach the south bank is eight or nine miles in length. It is almost impossible to get across without going to the crossing, three miles above.

The length of the bridge from pier to pier is 354 feet, the height above the water is 264 feet. It will be of single span and is said to be the largest bridge of the kind in the world, with the exception of a similar structure at Johannesburg, South Africa.

Each day until the trains can cross over at a terminal for Opal, and by the time the trains do cross you will find a splendid little town here, and a great many of the people will be lots of business done here thereafter as well as now.

Aside from the lands mentioned as belonging to Opal, there is a district to the north and northwest which will permanently belong to this place. This is its natural outlet, its logical trading point.

On the other hand, it looks like a blessing for them, for they will assuredly build a road themselves, and that will be an electric road, and this will be its western terminus. It will here connect with the Hill line. Such a road will build up Prineville as well as Opal, and will establish many dairy farms along the route, and creameries at both ends—Prineville and Opal.

This is no idle dream. Look on many of the maps and you will see that the route of this road leads down there have been several surveys made, and Opal is the logical western terminus of the route, as well as a feasible one.

Spring Givens Don't Name. The name of Opal comes from a series of springs in the Crooked River canyon a few miles to the west. These springs are very large, giving a mean flow of 25 cubic feet per second. It is too bad they are so far down in the canyon as to be useless for power or irrigation purposes, even for domestic use. But such is the case.

There have been 20 carloads of wheat shipped from here during the last month, and a good many cattle, and it will be an important shipping point for wheat, barley and cattle from now on.

It is almost worth a trip here to see the loads of express goods hauled away to the south, and the water as they are taken to the interior by the train. Usually there are two large four-horse loads and one or two two-horse loads. The goods are packed in Redmond about midnight, and Prineville about the next morning, and Prineville about the same time. These goods are handled in connection with the Northern Express Company.

There are many autos in this country and the visitor is surprised at meeting them so frequently, and seeing so many of them meeting the train. I asked Mr. Corbett, of the Corbett Auto Company, Prineville, how many he thought there were in Crook, and he said there were between 300 and 500, and new ones arriving almost every day. This number looks large for a population of about 2000, but I am inclined to think the statement is not exaggerated.

Perhaps as good trout fishing as can be found in the interior can be found near Opal in Crooked River. It is an ideal stream for fly casting, and the fish are very gamey, often jumping two feet or more out of the water as they take the fly. They are of good size, averaging 10 inches in length, but none as large as those often found in Bear Creek, over in Harney County. It is quite a climb to get down to the water from the bluffs of the river here, but once down the angler has clear sailing, and the trout are very plentiful. The choicest spot hereabouts is near Opal Springs, just to the west of the town.

One of the important industries near Opal will be the growing of onions and potatoes, for the lands adjacent are as well adapted to these "fruits" as any place in the interior. From one small patch near here where there was a large field of onions last year the owner has sold thus far this Spring over \$60 worth from the reluctant crop, and there seems to be an endless yield still coming.

PORTLAND MIXED DISPUTES

All Southwest Washington to Be Greeted Cordially by Delegation at Chehalis.

JOHN GILL CITY'S ORATOR

Thirty Business Men Meet at Commercial Club to Discuss Convention of Development League.

Portland will extend greetings to Southwestern Washington at the convention of the Southwestern Washington Development Association, which will meet at Chehalis June 1, 2, and 3. At a meeting yesterday noon at the Commercial Club of 30 representative business men, the policy of Portland at the convention was outlined. John Gill was named chairman of the delegation.

Mr. Gill will also be spokesman for Portland on the opening day of the convention, when trade relations between Southwest Washington and the leading Northwest cities will be discussed. C. C. Chapman reviewed the relations existing between Portland and Southwest Washington, and the attitude of that section toward the Puget Sound cities.

George F. Johnson was nominated as chairman of the meeting. He spoke along the same line and said Portland should recognize no boundary at the Columbia River.

"We are working for Portland and believe that the way to make Portland great is to develop the entire section," said Mr. Johnson.

A. P. Callan spoke along the same line. John Gill told of the pleasant experiences he had had at the Golden-dale meeting of the development league, saying he went there expecting to spend his time with the Portland delegates, but found such a hearty welcome that he was visiting with the Southwest Washington people all the time.

Mr. Balford also spoke briefly. John A. Keating considered it would be a strategic mistake to try and make capital out of any animosity that may exist between other cities of the Northwest.

C. R. Gray, being a newcomer to Portland, told of his impressions of this city and of the great possibilities evident, particularly in Central Oregon. He spoke of the need of creating conditions there favorable to the newcomer, so that he will stay when he reaches the city and that there be no better country and no better soil, as far as his judgment as an amateur collector. He favored soil analysis as a means of settling the controversy started right on Oregon soil.

Rose Festival in Mind. Ralph W. Hoyt approved sending of a strong delegation to the Chehalis meeting, and urged everyone who possibly could to go. William McMurray suggested it would be a good idea to show the people of Southwest Washington that Portland will have a Rose Festival by taking a quantity of Portland's finest blossoms on the train with the delegation to the Chehalis meeting.

F. W. Hill said that while he is still a stranger and was not yet familiar with conditions, from what he has heard he is much impressed with the work Portland people are doing in helping everybody in the surrounding territory.

Those present who promised to attend the Chehalis meeting were John A. Keating, C. R. Gray, Archibald Gray, Hy Elser, A. P. Callan, R. W. Hoyt, W. R. Kerr, Edward O. Burton, F. B. Holbrook, and J. A. Keating.

A committee of five consisting of Messrs. Lockey, Gill, Keating, Hoyt and Hill was appointed to name Portland's representative, and John Gill was selected. This committee also canvassed Portland's jobbing trade thoroughly with a view of getting a large delegation for this convention.

DEATH MAY CHEAT SUIT

TWO WARRANTS ARE PENDING AGAINST O. M. STAFFORD.

Latest Charge Brought by Men Who Purchased Morrow County Claim for \$140.

With two warrants pending against him for obtaining money by false pretenses, O. M. Stafford, a well-known and once-prosperous timberman, is said to be dying of tuberculosis at the Multnomah County Hospital. Complaint was made against him several weeks ago, but at that time the police were unable to find him. Yesterday the second complaint came in and with it the information regarding Stafford's whereabouts.

In the days when homesteads and timber claims were plentiful, Stafford drove a flourishing business in locating applicants on land and maintaining offices in the Chamber of Commerce building. As the choicest land became scarcer, complaints began to be made against him for sharp practices and misrepresentations, and he was defended in one or more suits and began to lose his prosperous appearance. Within the past year he has reached the county hospital.

The latest charge against Stafford was brought by William Dean, who alleged that Stafford showed him a claim in Morrow County and secured a payment of \$50. Pfaff died on the land and then found that a wrong description had been given him and that his claim was on worthless land.

A family row at St. Johns revealed yesterday the whereabouts of William H. Schultz, a land locator for whom the constable has been looking for several months to arrest him on a charge of misrepresenting a land claim and taking a fee for locating an entryman. When warrant was issued for Schultz he could not be found. It is now known that he was spending his time in lumber camps in the State of Washington under the name William Henry.

Northwest Triumphs!

Purchase of Bankrupt Minneapolis Stock by St. Paul Concern Means Much to This Section. Spot Cash Did It. Eastern Concerns Try, But Fail.

Tibbs-Hutchings Stock to Lindeke, Warner & Sons

At a Little Less Than 50c on the Dollar—Great Sale Planned Which Will Be of Inestimable Value to Every Consumer as Well as to Every Storekeeper of the Northwest

West's Greatest Merchandising Event



The home of the greatest Dry Goods House in the West, that of Lindeke, Warner & Sons, at Fourth, Broadway and Rosabel streets, St. Paul, where early in June will be sold the assets of Tibbs, Hutchings & Co., just purchased at auction for less than 50 cents on the dollar.

The growing ability of the great prosperous Northwest to "take care of itself" financially was convincingly proven by the purchase of the Tibbs, Hutchings & Co. bankrupt dry goods stock last week by Lindeke, Warner & Sons, the pioneer dry goods wholesalers and manufacturers of St. Paul.

This was, without exception, the greatest bankrupt stock ever sold at auction. The stock was larger and the consideration was larger than in any other similar sale in the mercantile history of the country.

The power of "ready cash" was comprehensively demonstrated when assets valued at over two and one-half millions were sold to the St. Paul firm for \$1,243,000.00—a trifle less than 50 cents on the dollar. This in spite of the efforts of Eastern "wrecking" and "assets realization" companies to get the stock and move it East.

The net result to the merchants and consumers of the Northwest is the doubling of the purchasing power of their money when it goes to buy the Tibbs-Hutchings stock. Had it not been for Lindeke, Warner & Sons this opportunity would have been transferred to merchants and consumers further East. It would seem, then, that Lindeke, Warner & Sons, besides deserving credit for a good stroke of shrewd business, are also entitled to praise for a piece of work that will help the whole Northwest.

Included in their purchase are not only every bit of merchandise formerly owned by the unfortunate Minneapolis concern, but also their real estate, fixtures, trade-marks, good will, accounts and bills receivable. The merchandise and fixtures are now being moved to the big Lindeke, Warner & Sons building at Fourth, Broadway and Rosabel streets, in the heart of St. Paul's downtown wholesale district. Experts are even now at work classifying and arranging the stock, and when all is in readiness the greatest sale of bankrupt merchandise that the Northwest ever knew will be held.

This sale will be to merchants only. It will take place some time in June and full particulars will be published in this newspaper, in the "Lindeke-Warner Bulletin," and in circulars sent direct to the trade. No goods will be sold at retail and it will be a case of "first come, first served"; every merchant is invited to come and make his selection early.

Included in this Tibbs-Hutchings stock, soon to be offered at 50 cents on the dollar of wholesale cost, will be full and complete lines of the following items in which the stock is very strong:

- Hosiery
- Underwear
- Knit Goods
- White Goods
- Linen
- Laces
- Embroideries
- Notions
- Prints
- Wash Goods
- Gloves
- Domestics
- Flannels
- Men's Furnishing Goods
- Dress Goods
- Silks
- Blankets
- Rugs
- Carpets
- Overalls, etc.

Coming as it will right in the middle of the most prosperous year the Northwest has ever known, with plenty of wealth-producing rain and prospects of phenomenal crops, this sale will doubtless break all records.

Wait for full announcements later. It will pay you to do so.

If you're a merchant and are not on Lindeke, Warner & Sons mailing list it will pay you to get there. Just send your request for literature on a postcard with your name and address and you will get all their circulars and publications, including the "Lindeke-Warner Bulletin," a periodical full of ideas, information, illustrations, cartoons and spy comment of great interest and value to every retailer. Address Lindeke, Warner & Sons, Saint Paul.

Wait for the Northwest's Greatest Dry Goods Sale—Details Later

Deputy Constable Nicholson made the arrest on the state charge.

Saloonman Is Arrested. Bert A. Barrett, owner of the Richelieu saloon at Sixth and Everett streets, was arrested in the rooming-house at 234 Flanders street yesterday noon by United States Deputy Marshal Hammersley. Barrett is charged with having violated the white slave law by transporting Irene Gibson, 21 years old, from Portland to Los Angeles. When Deputy Ham-